water coolers, sanitised latrines, lighting arrangements, proper booking arrangements, suitable platforms with adequate shelter and pucca surface, fans on platforms and waiting halls/rooms, upper class waiting rooms, bathrooms, retiring rooms, refreshment rooms, etc. have been provided at these stations so as to cater to the traffic requirements of the future. These stations have been developed in a manner so that they serve as 'Models' for the stations in their vicinity as regards provision of passenger amenities.

(d) No, Sir.

(e) Dose not arise

Special quota in A.C. Sleeper A.C. Chair Car in the trains

2233. SHRI TRILOKI NATH CHATURVEDI:
SHRI SUNDER SINGH BHANDARI ;
DR. BALDEV PRAKASH:
DR. MURLI MANOHAR JOSHI :
SHRI RAM RATAN RAM :

Will the Minister of RAILWAYS be pleased to state :

(a) the number of seats of special quota in A.C. Sleeper, A.C. Chair Car and IInd 3-tier, category-wise in all trains leaving from all stations in Delhi and what are the criteria for this quota ;

(b) what are the criteria for the allocation of these seats ; and

(c) whether it is a fact that the request of M.Ps. for allocation of seats in emergencies is ignored, and if so, the number of requests received from M.Ps. and the number of requests ignored during the last three months ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c) A limited number of berths/seats in various classes on trains originating from or passing through stations in Delhi area has been earmaked as Emergency Quota for complying with the demand of high official requisitions/ VIPs and other emergent requests. Requests received from various quarters including Members of Parliament for release of berths out of the Emergency Quota are given due priority taking into account factors like status of the passenger travelling, nature of urgency like Government duty, bereavement, sickness, etc. However, at times, when the demand exceeds the availablility, it is not possible to accomodate all requests. As a large number of requests are received and dealt with on day-to-day basis, break-up of the requests received from various quarters is not maintained.

Rail accident in South Central Zone

2234. DR. YELAMANCHILI SIVAJI : Will the Minister of RAILWAYS be pleased to state :

(a) the number of accidents that took place in South Central Zone during the last one year ;

(b) what is the estimated loss of life, property and revenue ;

(c) what are the findings of inquiry commissions ; and

(d) what steps have been taken to implement the recommendations of inquiry Commissions so that such accidents may not recur ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) There were 64 consequential train accidents on South Central Railway during 1991-92.

(b) As per available information, 24 persons lost their lives in these accidents. The cost of damage to railway propery has been estimated

as Rs. 5·49 crores. It is not possible to quantify the loss of revenue on account of these accidents.

(c) and (d) No Commission under the Commission of Inquiry Act was appointed to go into any of the train accidents on South Central Railway during 1991-92. However, three serious accidents are being inquired into by the Commissioners of Railway Safety, who function under the control of the Ministry of Civil Aviation and Tourism. The findings of the Commissioners are awaited.

राजधानी एक्सप्रेस में यात्रा सुविधायें

2235. **श्री सत्य प्रकाश मालवीय** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) नई दिल्ली-हावड़ा के बीच चलने वाली राजधानी एक्सप्रेस में नई दिल्ली से इलाहाबाद जाने और इलाहाबाद से नई दिल्ली आने के लिए यात्रियों को किन-किन श्रेणियों में यात्रा करने की अनुमति है ; और

(ख) इस रेलगाडी में कितने यात्रियों को प्रथम श्रेणी में आरक्षण कोटा उपलब्ध है ?

रेल मंत्रालय में राज्य मंत्री (श्री मल्लिकार्जुन) : (क) नई दिल्ली और इलाहाबाद के बीच 2301/2302 राजधानी एक्सप्रेस गाडियों द्वारा यात्रियों को इलाहाबाद के लिए नियत कोटा के अनुसार वातानुकूल शयनयान और वातानुकूल कुर्सीयान में बुक किया जाता है ।

(ख) इस गाड़ी में पहले दर्जे का स्थान उपलब्ध नहीं है ।

अलाभकारी रेल लाइनों का निजीकरण

2236. **श्री गोपाल सिंह जी० सोलंकी** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार अलाभकारी रेल-लाइनों का निजीकरण किए जाने पर विचार कर रही है;

(ख) यदि हां, तो उसका ब्यौरा क्या है, और किन-किन रेल लाइनों का निजीकरण किए जाने का निर्णय लिया गया है ; और

(ग) सरकार द्वारा इस सम्बन्ध में क्या कार्यवाही की गई है ?

रेल मंत्रालय में राज्य मंत्री (श्री मल्लिकार्जुन) : (क) से (ग) यद्यपि ऐसी कई शाखा लाइनें हैं जिनसे रेलों को आवर्ती हानि हो रही है, फिर भी इन लाइनों का निजीकरण करने का कोई प्रस्ताव नहीं है ।

Fere Railway passes to Ex-M.Ps.

2237. SHRI PRAMOD MAHAJAN : Will the Minister of RAILWAYS be pleased to state :

(a) the number of Ex-Members of Parliament likely to be benefitted by Railway Ministry's decision to issue them free railway passes ;

(b) the estimated expenditure to be incurred due to this decision ;

(c) whether it is a fact that railways propose to allow the companion with ex--M.Ps. and extend this facility to all ex-M.Ps. irrespective of the duration of their term ;

(d) if so, what are the details thereof ; and

(e) if not, what are the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) and (b) As on 1-4-1992, the number of Ex-MPs who were drawing pension from Parliament and would thus be eligible for railway passes was 1523. This excludes the ex-MPs who are eligible to draw, but are not actually drawing, pension from the Parliament. In view of this, the totel expenditure cannot be worked out.

(c) No, Sir.